

May 25, 1894.

CHAP. 77.—An Act To provide for the sale of new tickets by the street railway companies of the District of Columbia.

District of Columbia.
Street railways, etc., to sell only new tickets.

Proviso.
Interchange of tickets.

Penalty for violation.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That after thirty days from the passage of this Act, each street railway and street herdic transportation company in the District of Columbia shall issue its own tickets, and sell no tickets issued by any other company. Such tickets shall be printed and sold in sheets of six tickets each, and after having been once used shall be canceled by the company which issued the same: *Provided,* That all street-railway companies and herdic transportation companies doing business in the District of Columbia, shall receive and exchange tickets with each other, and said companies shall make monthly settlements with each other, and shall redeem in money any tickets in excess of the number of tickets exchanged.

SEC. 2. That any street railway or street herdic transportation company doing business in the District of Columbia which shall violate the provisions of this act shall be liable to a fine of not to exceed ten dollars for each offense, to be recovered in any court of competent jurisdiction.

Approved, May 25, 1894.

May 28, 1894.

CHAP. 79.—An Act To amend the Act of June twenty-second, eighteen hundred and ninety-two, entitled "An Act to authorize the construction of a bridge across the Missouri River at the city of Yankton, South Dakota."

Bridge across Missouri River at Yankton, S. Dak.
Vol. 27, p. 56.

Time for construction extended.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That section six of the Act of June twenty-second, eighteen hundred and ninety-two, entitled "An Act to authorize the construction of a bridge across the Missouri River at the city of Yankton, South Dakota," is amended so as to read as follows:

"**SEC. 6.** That this Act shall be null and void if actual construction of the bridge herein authorized be not commenced within two years and completed within four years from the twenty second day of June, eighteen hundred and ninety-four."

Approved, May 28, 1894.

May 28, 1894.

CHAP. 80.—An Act Authorizing the Texarkana and Shreveport Railroad Company to bridge Sulphur River, in the State of Arkansas.

Texarkana and Shreveport Railroad Company may bridge Sulphur River, Ark.

Railway, wagon, and foot bridge.

Draw bridge.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Texarkana and Shreveport Railroad Company, its successors or assigns, be, and is hereby, authorized to construct and maintain a railway bridge and approaches thereto over and across Sulphur River in the State of Arkansas, at or near the point where the north and south line between sections twenty-seven and twenty-eight in township eighteen south, in range twenty-seven west, of the fifth principal meridian intersects said river near the south boundary line of said sections. Said bridge shall be constructed to provide for the passage of railway trains and, at the option of said company, may be used for the passage of wagons and vehicles of all kinds, for the transit of animals, and for foot passengers, for such reasonable rates of toll as may be approved from time to time by the Secretary of War. That said bridge shall be a drawbridge with a draw over the main channel of the river at an accessible navigable point and with such clear width of opening and distance above high-water mark as may be prescribed by the Secretary of War, and, as nearly as practicable, said opening shall be accessible at all stages of water, and the piers and draw rest shall be parallel with and the bridge at right angles to the current of the river; and no riprap or other outside protection

for imperfect foundations shall be permitted to approach nearer than four feet to the surface of the water at its extreme low stage, or otherwise to encroach upon the channel-way provided for in this Act; and the said draw shall be opened promptly, upon reasonable signal, for the passing of boats; and said company shall maintain, at its own expense, from sunset till sunrise, throughout the season of navigation, such lights or other signals on said bridge as the Light-House Board may prescribe.

Opening draw.

Lights, etc.

SEC. 2. That any bridge built under this Act and subject to its limitations shall be a lawful structure, and shall be recognized and known as a post route, upon which, also, no higher charge shall be made for the transmission over the same of mails, the troops of and the munitions of war of the United States than the rate per mile paid for the transportation over the railroad or public highways leading to said bridge; and it shall enjoy the rights and privileges of other post roads in the United States.

Lawful structure and post route.

SEC. 3. That no bridge shall be erected or maintained under the authority of this Act which shall at any time substantially or materially obstruct the free navigation of said river; and if any bridge erected under such authority shall, in the opinion of the Secretary of War, obstruct such navigation, he is hereby authorized to cause such change or alteration of said bridge to be made as will effectually obviate such obstructions; and all such alterations shall be made and all such obstructions be removed at the expense of the owner or owners of said bridge. And in case of any litigation arising from any obstruction or alleged obstruction to the free navigation of said river, caused or alleged to be caused by said bridge, the case may be brought in the district court of the United States for the State of Arkansas, in whose jurisdiction said obstruction or bridge may be located: *Provided*, That nothing in this Act shall be so construed as to repeal or modify any of the provisions of law now existing in reference to the protection of the navigation of rivers, or to exempt said bridge from the operation of the same.

Free navigation.

Litigation.

Proviso.
Existing laws not affected.

SEC. 4. That all railway companies desiring the use of said bridge shall have and be entitled to equal rights and privileges relative to the passage of railway trains over the same, and over the approaches thereto, upon payment of a reasonable compensation for such use; and in case the owner or owners of said bridge and the several railroad companies, or any of them, desiring such use shall fail to agree upon the sum or sums to be paid, and upon rules and conditions to which each shall conform in using said bridge, all matters at issue between them shall be decided by the Secretary of War upon a hearing of the allegations and proof of the parties.

Use by other companies.

Terms.

SEC. 5. That the bridge authorized to be constructed under this Act shall be built and located under and subject to such regulations for the security of navigation of said river as the Secretary of War shall prescribe; and to secure that object the said company or corporation shall submit to the Secretary of War, for his examination and approval, a design and drawing of said bridge and a map of the location, giving, for the space of one mile above and one mile below the proposed location, the topography of the banks of the river, the shore lines at high and low water, the direction and strength of the currents at all stages, and the soundings, accurately showing the bed of the stream, the location of any other bridge or bridges, and shall furnish such other information as may be required for a full and satisfactory understanding of the subject; and until the said plan and location of the bridge are approved by the Secretary of War the bridge shall not be built; and should any change be made in the plan of said bridge during the progress of construction such change shall be subject to approval of the Secretary of War. And the said structure shall be changed at the cost and expense of the owners thereof from time to time as the Secretary of War may direct, so as to preserve the free and convenient navigation of said river, and the authority to erect and continue said bridge shall be subject to

Secretary of War to approve plans, etc.

Changes.

revocation by the Secretary of War whenever the public good, in his judgment, so requires.

Amendment, etc.

SEC. 6. That the right to alter, amend, or repeal this Act is hereby expressly reserved.

Commencement and completion.

SEC. 7. That this Act shall be null and void if actual construction of the bridge herein authorized be not commenced within one year and completed within three years from the approval of this Act.

Approved, May 28, 1894.

May 28, 1894.

CHAP. 81.—An Act To authorize the construction of a bridge across the Missouri River at some point within one mile below and one mile above the present limits of the city of Jefferson, Missouri.

Jefferson City Bridge and Transit Company may bridge Missouri River.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Jefferson City Bridge and Transit Company, a corporation duly organized and existing under the laws of the State of Missouri, its successors and assigns, successors, grantees, mortgagees, and successors in interest, be, and are hereby, authorized to construct and maintain a bridge and approaches thereto across the Missouri River at Jefferson City, Missouri, between the counties of Cole and Callaway, at some point at least one-third of a mile from any other bridge, to be selected consistent with the interests of navigation, within one mile above and one mile below the present limits of the city of Jefferson, Missouri. Said bridge shall be constructed to provide for the passage of wagons and vehicles of all kinds, street-railway cars, motor cars, animals, foot passengers, and for all road travel, for such reasonable rates of toll and under such reasonable rules and regulations as may be prescribed by such corporation, its successors and assigns, and to be approved from time to time by the Secretary of War: *Provided,* That such bridge may be a combination railroad and wagon road bridge, so constructed as to provide for the passage of railway trains, engines and cars, wagons and vehicles of all kinds, foot and other passengers, animals and live stock, at the option of the corporation by which it may be built.

Wagon, street railway, and foot bridge.

Proviso.

Railroad, etc., bridge.

Secretary of War to approve plans, etc.

SEC. 2. That said bridge shall not be built or commenced until the plans and specifications for its construction have been submitted to the Secretary of War for his approval, nor until he shall approve the plan and location of said bridge; and if any change be made in the plan or construction of said bridge at any time such change shall be subject to the approval of the Secretary of War; and any change in the construction or any alteration of said bridge that may be directed at any time by Congress or the Secretary of War shall be made at the expense and cost of the owners thereof; that the said bridge shall be constructed without interference with the security and convenience of navigation of said river beyond what is necessary to carry out effectively the rights and privileges hereby granted, and in order to secure that object, the said corporation shall submit to the Secretary of War, for his examination and approval, a design of and drawings for said bridge and a map of the proposed location giving for the space of one mile above and one mile below such proposed location, the topography of the banks of the river with shore lines and soundings, and such other information as may be required for a full understanding of the subject; and until the said plan and location of the bridge are approved by the Secretary of War the construction of said bridge shall not be commenced.

Spans.

SEC. 3. That said bridge shall be made with unbroken and continuous spans, and the spans thereof shall not be less than four hundred feet in length in the clear, and the main spans shall be over the main channel of the river. The lowest part of the superstructure of said bridge shall be at least fifty-five feet in the clear above the established standard high-water grade line, and the bridge shall be at right angles